



# Stoughton Road Needs Assessment Frequently asked questions

Transportation District 1  
May 2002  
Volume 1, Number 1

## **What is a needs assessment?**

A needs assessment is an analysis of the existing and future conditions of the project area. The study will identify existing problems along the corridor and will also look at the impact that growth on Madison's eastside will have on the route. The needs assessment includes an inventory of all existing intersections and interchanges, in-depth forecasting of existing and future traffic conditions and an extensive public outreach campaign.

## **What is the schedule for the needs assessment?**

Data collection and traffic analysis will continue through April of this year. Beginning in April, public involvement workshops will be held and continue through June. A public information meeting is expected in the fall. The final report will be completed at the end of 2002. A detailed schedule is available from the project representatives.

## **How can the public get involved?**

There are several ways to get involved with the needs assessment. If you wish to get on the mailing list contact the project representative listed below. You will receive notices of public involvement workshops and meetings that you may attend. The workshops will allow attendees an opportunity to provide comments regarding the project area. Workshop attendees will also be asked to work within a group to analyze existing deficiencies. The public information meeting will solicit comments regarding the noted inadequacies of the corridor.

## **Exactly what area is being studied?**

The south limit of the project is the Terminal Drive/Voges Road intersection in McFarland and the north limit is the Interstate 90/94 interchange. All intersection and interchange configurations will be analyzed for short distances (approximately 1000 feet east and west) from Stoughton Road. Traffic modeling will encompass an area to the west as far as Packers Avenue and Monona Drive. The eastern limit for the traffic modeling is Reiner Road, Sprecher Road, and County AB (Buckeye Road).

## **Why is Stoughton Road being studied?**

1. **The entire project area has never been addressed as a whole**, although several improvements have been made to different areas of Stoughton Road at different times. The speed limit changes several times and some sections are built as expressways. Other sections

are signalized and function as local roadways. This study will consider the needs of the entire corridor at the same time.

2. **Present traffic volumes are high and planned development may contribute to additional increases.** The ability to get to and from necessary services has a significant impact on neighborhoods and businesses. Currently the roadway handles vehicles with a diverse mix of commuter, local, and inter-regional destinations. The impacts of future growth on the project area and the roadway have to be determined.
3. **Traffic congestion has increased.** This is especially evident during the morning and afternoon rush hours. The roadway is at a point where small incidents can cause large traffic delays.
4. **Stoughton Road needs to provide for pedestrians and bicycles.** Crossing and parallel routes are important to maintaining bicycle and pedestrian movements through the corridor. With continued development in the corridor and increased traffic volumes providing these opportunities will be a challenge.

### **Who is involved in the study and who will make decisions regarding Stoughton Road?**

Two advisory committees, a technical advisory committee and a policy advisory committee will guide the process. The technical advisory committee consists of representatives from the City of Madison Engineering and Planning Departments; local government representatives from the communities of Monona and McFarland, and the towns of Burke and Blooming Grove; Dane County Highway Department; the Madison Area Metropolitan Planning Organization; Madison Metro; Wisconsin DOT; the Federal Highway Association; and the Wisconsin Department of Natural Resources. The policy advisory committee will include elected officials, and representatives from neighborhood groups, school districts, and businesses along the corridor. Decisions regarding this and subsequent studies will be made by WisDOT based on the recommendations of these committees.

### **Are modes other than automobile being evaluated?**

As mentioned previously, bicycle and pedestrian facilities are being considered. Peter Flucke of WE BIKE, Inc. is part of the project team and will be carrying out the evaluation of bicycle issues. Mass transit issues including bus routes and potential railroad accommodations will also be considered in the study.

### **How does this study impact other projects in the area (East Washington Avenue, Reider Road, Monona Drive, Reiner Road, etc.)?**

This Needs Assessment will consider the projects and development plans for the entire project area. The major improvement project planned for East Washington Avenue will address only the short-term needs of the intersection with Stoughton Road. The impact of other projects on Stoughton Road will be evaluated, as their scopes are determined.

### **What happens after the Needs Assessment?**

The next step is dependent on the results of the study. If, after the needs of the corridor have been identified, there are possible short-term, low-cost solutions, they will be constructed as soon as possible. If the changes required to meet the roadway needs are of a larger scope and cost, alternatives and impacts will need to be considered. An environmental evaluation and alternatives analysis would most likely be part of the next phase, if warranted.

## **What types of short-term improvements may be needed?**

Short-term solutions can include interconnecting traffic signals between intersections, adding or modifying turn lanes, adding or modifying sidewalk/bike paths, and modifying accesses. Long-term improvements may be considered in subsequent phases of the analysis.

## **When will construction start?**

No major construction projects are planned at this time. However, as mentioned previously, projects that address the short-term needs of the roadway could be done in the near future.

## **Project representatives**

WisDOT Project Manager  
Barbara Kipp  
2101 Wright Street  
Madison, WI 53704  
(608) 246-3869  
[barbara.kipp@dot.state.wi.us](mailto:barbara.kipp@dot.state.wi.us)

KL Engineering Project Manager  
Kim Lobdell  
5950 Seminole Centre Ct., Suite 200  
Madison, WI 53711  
(608) 663-1218  
[stoughtonroad@klengineering.com](mailto:stoughtonroad@klengineering.com)



Transportation District 1  
2101 Wright St.  
Madison, WI 53704